

TRANSLATION OF Statements under Article 19(1)  
(Re.: International Application No.: PCT/JP2005/002071)

1. In Claim 1, a phrase was amended to read "a speed reducing mechanism for transmitting power of said electric motor, with a normal efficiency and a reverse efficiency", whereby it was clarified that a speed reducing mechanism has a normal efficiency and a reverse efficiency.
2. In contrast, as for a speed reduction means A described in a cited reference 1, it has been apparently disclosed that "a worm gear 4 having a non-reversible characteristic" is used, so that it is on the premise that it does not have a reverse efficiency (the reverse efficiency is zero). Therefore, there is no disclosure such that the speed reduction means A has the reverse efficiency, nor any description for suggesting it.
3. According to the apparatus as described in Claim 1, a rolling motion of a vehicle body can be restrained smoothly and rapidly, without being affected by the transmitting efficiency (normal efficiency and reverse efficiency) of the speed reducing mechanism.

TRANSLATION OF Informal Comments

(Re.: International Application No.: PCT/JP2005/002071)

1. As for Claim 1, to clarify that "a speed reducing mechanism has a normal efficiency and a reverse efficiency", it was amended as "A stabilizer control apparatus comprising:

a stabilizer including a pair of stabilizer bars disposed between a right wheel and a left wheel of a vehicle, and an actuator having an electric motor and a speed reducing mechanism for transmitting power of said electric motor, with a normal efficiency and a reverse efficiency, said actuator being disposed between said pair of stabilizer bars;

control means for controlling said electric motor in response to a turning state of said vehicle, to control a torsional rigidity of said stabilizer; and  
relative position detection means for detecting a relative position of said pair of stabilizer bars, wherein  
said control means controls said electric motor in response to the detected result of said relative position detection means".

Consequently, such an effect as "the rolling motion of the vehicle body can be restrained smoothly and rapidly, without being affected by the transmitting efficiency of the speed reducing mechanism" is achieved (as described in Paragraph [0012] of the original application).

The amended matter in the above-described Claim 1 has been explained in detail in Paragraphs [0020]-[0025] and FIGS.3-7 of the original application.

It is believed that "(amended sentence in Japanese)" is translated into English as "a speed reducing mechanism for transmitting power of the electric motor, with a normal efficiency and a reverse efficiency".

2. In contrast, in a cited reference 1 (JP08-085328A), a vehicle attitude control device is disclosed, in the concrete, a D.C. motor (in FIG.1), speed reduction means A (in FIG.2), a pair of stabilizers 29, 42 (in FIG.1), a gear rotational angle sensor 59 for detecting an actual torsional angle, i.e., "detecting a rotational angle of a main bevel gear 20 in an actuator 58" (in FIGS.1 and 5, and Paragraph [0031]), and control means for driving the D.C. motor 1 by a command electric current for a deviation between a desired torsional angle and the actual torsional angle, are disclosed (in FIG.5 and Paragraph [0049]). And, as for the speed reduction means A, it is described in the cited reference 1 that "a worm wheel 10 and a worm gear 4 constitute the speed reduction means A for reducing the number of rotations of the D.C. motor 1" (in Paragraph [0018]), and "the worm gear 4 or HRH gear having a non-reversible characteristic is used for the above-described speed reduction means A, so that economy in electric power has been aimed" (in Paragraph [0043]).

3. As described above, it is clearly disclosed that "the

worm gear 4 having the non-reversible characteristic" is used for the speed reduction means A as described in the cited reference 1. Namely, the speed reduction means A is on the premise that it does not have a reverse efficiency (the reverse efficiency is zero), apparently there is no disclosure such that the speed reduction means A has the reverse efficiency, nor any description for suggesting it.

Therefore, in the cited reference 1, there is no description about "a speed reducing mechanism with a normal efficiency and a reverse efficiency" premised by the invention as recited in Claim 1 of the present application, and no description about the problem "to restrain a rolling motion of a vehicle body smoothly and rapidly, without being affected by a transmitting efficiency of the speed reducing mechanism", nor suggestion of them, and it is not suggested that the electric motor is controlled on the basis of a relative position of a pair of stabilizer bars, so as to solve the problem.